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AND INDIAN DAILY NEWS.

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NOTICE.—CONSIGNEES OF CARGO per Ship *Tongar*, from LIVERPOOL, are requested to SEND OFF BOATS at once to receive their Goods, otherwise Captain OWENS will land them as they may come to hand at the risk and expence of the concerned.

EWART, LATHAM & Co.,
4th August 1863. Agents for Captain and Owners.

NOTICE.—CONSIGNEES OF CARGO PER SHIP *Princess Samawatty*, CROCKETT, Master, from Liverpool, are requested TO SEND OFF BOATS for their Cargo without delay, otherwise the Goods will be landed at the risk and expense of the concerned.

Captain CROCKETT will not be responsible for the condition of any Packages after they have left the Ship's side.

LECKIE & Co.
Agents for Captain and Owner of the Ship *Princess Samawatty*.
Bombay, 24 July 1863.

CONSIGNEES OF CARGO per Ship *Wings of the Wind*, from LONDON, are requested TO SEND OFF BOATS at once to receive their Goods, otherwise Captain WEYLE will land them as they may come to hand, at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Captain and Owners.
Bombay, 1st August 1863.

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EXCHANGES.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 months' sight ..... 2s. per Rupee.
„ 4 do. ..... 1s. 11¾d. „
„ 3 do. ..... 1s. 11¾d. „
„ 2 do. ..... 1s. 11¾d. „
„ 1 do. ..... 1s. 11¾d. „
„ On demand ...
On Scotland do. ... } 1s. 11¾d. „
On Ireland do. ...
Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight... } 1s. 11d. „

Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts ..... 2 per cent.
Deposits for 3 months ..... 3 „
Do. do. 6 do. ..... 4 „
Do. do. 12 do. ..... 6 „

No interest allowed on Current Account Balances under Rs. 1,000, on or over Rs. 50,000, unless by special agreement. No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interests and Dividends thereon on the following terms:—

If to be remitted in Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares, ¼ per cent.

R. D. PEEBLES,
Bombay, 17th June 1863. Agent.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Paid-up Capital—£644,000.

INCORPORATED BY ROYAL CHARTER.
London Bankers, { The Bank of England. / The City Bank.

Branches and Agencies.
Bombay, Calcutta, Singapore, Hongkong and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates, viz:—

6 months' sight (not under £50) at 2s. per Rupee.
3 Do. ..... at Rs. 11¾d. „
2 Do. ..... at 1s. 11¾d. „
1 Do. ..... at 1s. 11¾d. „
On Demand (Head Office) ..... at 1s. 11¾d. „

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows:—

Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 „
Do. 12 do. 6 „

No Interest allowed on Current Account Balances under Rs. 1,000, nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency realizes Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts, or Hoondies, forwarded for realization, to be made payable to the Chartered Bank of India, Australia, and China or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities, ¼ per cent.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. commission charged if the amounts be paid in India; if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Directors have recently opened an Agency of the Bank at Rangoon for the transaction of general Banking and Exchange Business.

ANTHONY MORRISON,
Bombay, 15th June 1863. Agent.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are:—

On London at 6 months' sight ..... 2s. 0d. per Rupee.
„ 4 do. ..... 1s. 11¾d. do.
„ 3 do. ..... 1s. 11¾d. do.
„ 2 do. ..... 1s. 11¾d. do.
„ 1 do. ..... 1s. 11¾d. do.
„ on Demand ..... } 1s. 11¾d. do.
On Scotland do. .....
On Ireland do. .....
On London, at 3 days' sight ..... 1s. 11d. do.
Circular Notes payable throughout Europe. 1s. 11d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe, or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms:—

A payable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 „
Do. do. do. do. ..... 4 „
Do. do. 12 do. ..... 5 „

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order*," and to state distinctly the name and address of the person to whom the Remittance is to be made, (*if to a Lady, her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realised, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms:—

If to be remitted through the Corporation ... Without charge.
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.

Hours of business ..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

MESSRS. FINLAY AND CO. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 16th June 1863.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent. per annum.
Do. „ 6 „ „ 5 „ „
Do. „ 12 „ „ 6 „ „

EXCHANGE.

Bills on London, at 6 months' sight 2s. 0d. per Rupee.
Do. at 4 do. 1s. 11¾d. do.
Do. at 3 do. 1s. 11¾d. do.
Do. at 2 do. 1s. 11¾d. do.
Do. at 1 do. 1s. 11¾d. do.
Do. on Demand ..... do. 1s. 11¾d. do.

Drafts at 6 months' sight are not granted for less than £5 and amounts under £20 are only drawn for payable on demand

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission

Hours of business ..... 10 A.M. to 4 P.M.
Saturdays ..... 10 A.M. to 1 P.M.

EDWIN HEYCOCK.
Bombay, 18th June 1863. Manager.

RED BOOT MART, LONDON AND PARIS BOOT AND SHOE WAREHOUSE, Hummum Street, established 1845.—The undersigned has just received a very extensive supply of Boots and Shoes.

Elastic Enamel Leather Boots.
Do. Patent do. do.
Do. French Calf do. do.
Do. Rampart's Kid Boot.
Do. do. French Calf with spur boxes.
French Calf Lace Shoes.

N. B.—Constituents at Out-stations are respectfully requested to send a fitting boot or shoe of the size required, otherwise self-measurements will be at the risk of the sender.

R. P. regrets that, in consequence of so many gentlemen failing to remit the amount (after they have received the goods) according to promise, he cannot execute any order unless accompanied by a remittance or reference for payment.

To ensure a quick sale, less ten per cent., for immediate payment.

TERMS—CASH.
RICHARD PARTRIDGE.

Banks.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

CAPITAL ONE MILLION STERLING, IN 10,000 SHARES OF £100 EACH.

Head Office—16, *Cornhill, London.*

BOARD OF DIRECTORS.

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Bankers.
LONDON ..... The Bank of England.
Do. ..... The Alliance Bank of London & Liverpool. (Limited,) 5, Lothbury.
LIVERPOOL ..... The Alliance Bank of London & Liverpool. (Limited.) "The Albany."
SCOTLAND ..... The National Bank of Scotland.
IRELAND ..... The National Bank.

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts at the following rates of Exchange:—

On London or Liverpool at 6 months' sight 2s. 0d. per Rup.
„ „ „ „ 4 do. 1s. 11¾d. do.
„ „ „ „ 3 do. 1s. 11¾d. do.
„ „ „ „ 2 do. 1s. 11¾d. do.
„ „ „ „ 1 do. 1s. 11¾d. do.
On Scotland ..... } On demand ..1s. 11¾d. do.
On Ireland .....

Drafts on *the Bank of England, on Scotland* or *Ireland* are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and one per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000, except by special arrangement.

FIXED DEPOSITS,

Subject to 12 months' notice of withdrawal 6 per cent per annum.
do. 9 do. do. 5½ do. do.
do. 6 do. do. 5 do. do.
do. 4 do. do. 4½ do. do.
do. 3 do. do. 4 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100, and not exceeding Rs. 50,000, are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent. below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Unless money shall have been lodged 15 days prior to the Notice of withdrawal, no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed

"*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER, Manager.

Rampart Row, 17th June 1863.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March 1848, and by Imperial Decree of 20th July 1854.

PAID-UP-CAPITAL.—Francs 40,000,000 (£1,600,000.)
RESERVE FUND.—Francs 8,591,000 (£343,640.)

Head Office—14 *Rue Bergère, Paris.*

Agencies at Bombay, Calcutta, Hongkong, Shanghai, Bourbon (Reunion), and Saigon.

London Bankers.
UNION BANK OF LONDON; MESSRS. C. J. HAMBRO AND SON.

BOMBAY AGENCY

Offices—23, *Rampart Row.*

THIS Agency grants Drafts and Letters of Credit, and purchases or collects Bills on the abovementioned places, as also on the principal Towns of Continental Europe, on Madras, Pondichery, Kurrachee, Ceylon, Mauritius, Singapore, Sydney and Melbourne.

EXCHANGE.

Drafts granted as follows:—

On London 6 months' sight ..... 2s. 0d. per Rupee
3 Do. Do. ..... 1s. 11¾d. „
On Demand ..... 1s. 11¾d. „
On France 6 months' sight...frs. 2-56 cts. „
3 Do. Do. ... „ 2-53 „ „
On Demand..... „ 2-50 „ „

DEPOSITS.

Interest at 2 per cent. per annum allowed on Current Deposits when not less than Rs. 1000, nor exceeding Rs. 50,000, for fixed periods as may be specially arranged.

DISCOUNTS, LOANS, &c.

The Agency discounts approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

Any further information as to rates of business, &c., may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

T. R. R. DAVISON, Acting Manager.

Bombay, 20th July 1863.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

ESTABLISHED IN INDIA, 1833.

Incorporated by Royal Charter.

HEAD OFFICE..... LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, SHANGHAI, HONG-KONG, EDINBURGH AND SYDNEY.
SUBSCRIBED CAPITAL ..£2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £192,658 17s. 8d. Rs. 19,26,588 13as. 9p.

The Bombay Manager grants drafts on London on demand, and at from one to six months' sight; also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange:—

On London at 6 months' sight..... 2s. 0d.
„ 4 do. ..... 1s. 11¾d.
„ 3 do. ..... 1s. 11¾d.
„ 2 do. ..... 1s. 11¾d.
„ 1 do. ..... 1s. 11¾d.
„ On demand..... 1s. 11¾d.
Circular Notes ..... 1s. 11d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Hong-Kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000, 2 per cent. per annum.

2. On fixed deposits at 3 months' notice, 3 per cent. per annum.

3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.

4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No interest allowed on Current Account Balances over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rates of interest for the time being subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realises the Interests and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disagreement between parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made *(if to a Lady her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

Notice.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and Enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, (Limited), Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales, (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

H. B. MACQUILLOCH, Manager.

Bombay, 17th June 1863.

Books, &c. for Sale.

THE Bombay Army List, and the Bombay Civil List, including the Ecclesiastical Establishment. Corrected to 30th June 1863, now ready, at the *Bombay Gazette* Office, 39, Medow Street, Fort.

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Rampart Row. HERBERT & Co.

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Part 1., on June 1st, contains Portraits, with Memoirs, of Earl Stanhope, D.C.L., F.R.S., Sir Charles Lyell, D.C.L., F.R.S., and J. R. Foley, R.A.

Part II. on July 1st, will contain Portraits, with Memoirs, of W. M. Thackeray, Sir R. I. Murchison, D.C.L., F.R.S., and David Roberts, R.A.

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BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Friday, 7th August 1863.

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To Hull		
To Calcutta and back	Rs. 17 to 18.	

(PRICES CURRENT (3rd August 1863.)

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Broach and Surat New (rendy.)	Rs.	480 to 481
New Dholleras, (ready.)	"	480 to 481
New Bhowanuggur, (ready.)	"	480 to 481
New Oomravuttee	"	440 to 442
New Compta	"	458 to 460
New Dharwar Sawginned	"	535 to 540
New Bernee and Nuggur	"	440 to 442
New Veeravul	"	430 to 435
New Khandeish	"	410 to 415
New Poratebee	"	458 to 460
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OPIUM—Malwa, Rs. 1,600.

SEEDS—Linseed, Khandeish...at Rs. 6-14 per cwt.
Rapeseed, Guzerat " 7
Gingelly mixed (Black and White) " 35 to 36
" " 36 to 37
Niger " 27 to 28

Shipping.

BOMBAY.

ARRIVALS.

DATE.	SHIPS.	COMMANDERS.	FROM
Aug. 6	City of Edinburgh	Soden	Glasgow 31 April.
	Zodiaque	Gardiner	Bordeaux 7 May.
	Samadanie	Bax	Sea.
	Bloomer	Gilchrist	Sea.
	China (s)	Curling	Hongkong 12 July

INTELLIGENCE.

Per Barque *Samadanie*, from Sea.—She left Bombay yesterday, put back having been in collision with a large ship off the Port last night; rail-waster and jibboom carried away, cathead and forecastle damaged.

Per Ship *Bloomer*, from Sea.—She left Bombay yesterday, put back having been in collision with a ship last night.

DEPARTURES.

DATE.	SHIPS.	COMMANDERS.	TO
Aug. 6	Sea Queen	Lloyd	Liverpool.
	Queen of the East	Bilton	Liverpool.

PASSENGERS ARRIVED.

Per ship *City of Edinburgh*, from Soden.—Mr. W. Bird.

PORT CLEARANCE.

The Ship *Minnihaha*, W. C. Henderson, bound to Moulmain, obtained her port clearance yesterday.

COMMENCED LOADING.

The following vessels began to load yesterday:—
P. and O. Co.'s Steamer *Emeu*, for China, &c.
Ship *Cyclops*, for London via Tuticorin.
Ship *Elisa Bencke*, for Calcutta.

DAILY EXPORTS.

BOMBAY, THURSDAY, 6TH AUGUST 1863.

For London.

City of Glasgow.—100 bales Cotton, 350 cwt., W. Nicol and Co.; 160 bales Cotton, 480 cwt., Muncherjee Dadabhoy; 559 pieces E. Teeth, 27 cwt. 3 qrs. 14 lbs., Tickumjee Premjee; 283 packages Cloves, 340 cwt., Heerjeebhoy Jumail: 65 bags Coffee, 83 cwt., Roychund Khimchund.

Defiance.—41 packages Coffee, 1004 cwt., Girdhur Roopchund; 103 pieces E. Teeth, Sudasook Gopeenath; 51 bales Coir Yarn, 128 cwt., Muncherjee Shapoorjee and Co.; 1,105 pieces E. Teeth, 69 cwt. 1 qr. 15 lbs., Robertson Brothers; 40 bales Coir Yarn, 120 cwt., A. C. Brice and Co.

Bucephalus.—4 cases Sundries, Robert T. Crossley.

Calypso.—1,200 bags Linseed, 1,800 cwt.; 5,670 bags Sursee Seeds, 8,505 cwt., Fernandise.

For Liverpool.

Southern Belle.—32 bales Cotton, 112 cwt., Vulubdass Cooverjee; 124 bales Cotton, 434 cwt., Byramjee Nanabhoy Framjee and Co.; 30 bales Wool, 90 cwt., Khatow Ludha.

John Lynn.—300 packages Clover, 360 cwt., Manockjee and Petamber.

Empire of Peace.—125 bales Cotton, 437½ cwt., Ravagur Cooverger; 601 bales Cotton, 211½ cwt., Nensy Curumsy.

Dalkeith.—25 bales Cotton, 87½ cwt., Lalljee Natha; 13 bales Wool, 39 cwt.; 5 bales Cotton, 17½ cwt., Canjee Jeatha; 8 bales Cotton, 28 cwt., Husraz Curumsy; 79 bales Wool, 225 cwt., Fernandise.

Star of Brunswick.—600 bags Linseed, 900 cwt.; 27 bales Cotton, 94½ cwt., Ludhabhoy Peonsy; 78 bales Munjeets, 260 cwt. 1 qr. 8 lbs., Mooljee Jewraz; 60 bales Cotton, 210 cwt., Gourdhundass Pursotumdass.

Morning Light.—50 bales Wool, 150 cwt., Mooljee Munjee; 29 bales Wool, 87 cwt., C. Mascarenhas & Co.

Zobeah.—220 bales Cotton, 770 cwt., Cursondass Vulubdass; 15 bales Cotton, 52½ cwt., R. Sozba and Co.; 110 bales Cotton; 385 cwt., Futtaychund Dewchund.

City of London.—70 bales Cotton, 245 cwt., C. N. Cama and Co.; 123 bales Cotton, 369 cwt., Bomonjee Framjee Cama.

Negotiator.—400 bags Linseed, 600 cwt., Gangjee Nurpail; 600 bags Linseed, 900 cwt.; 270 bags Sursee Seed, 405 cwt.; 330 bags Linseed, 495 cwt., Mulljee Sewjee.

British India.—45 bales Wool, 135 cwt., Mulljee Sewjee; 100 bales Munjeets, 347½ cwt., W. and A. Graham and Co.; 150 bales Cotton, 525 cwt., Hirjee Bhimjee and Co.; 60 bales Cotton, 210 cwt., Morarjee Pudumsy.

Malden.—300 bales Cotton, 1,050 cwt., S. and N. Nanabhoy.

Grefse Berg.—10 bales Cotton, 35 cwt., Doongersy Gangjee; 37 bales Cotton, 129½ cwt., Kessonlall Ramdyall.

Lewchew.—50 bales Cotton, 175 cwt., Rana Royvy; 49 bales Wool, 147 cwt., Nensy Wagjee.

For Marseilles.

Steamer *Benares.*—1 box Pearls, Forbes and Co.

For Singapore.

Steamer *Emeu.*—2 bags Coffee, 2 cwt., Leckie & Co.

BENGAL.

The telegraph of July 25, announced the arrivals of the *Nubia*, Gaby, from Suez 5th July, touched at Aden 10th, Galle 19th and Madras 23rd July; and *Blondel*, Mulliken, from Liverpool 20th February.

MADRAS.

ARRIVALS.—July 31, Ship *Eastern Empire*, G. Jury, from Mauritius.
Do. Screw Steamer *Baltic*, A. McAusland, from Calcutta 25th and Northern Ports 29th July.
Do. Russian Ship *Garibaldi*, J. Dahlstedt, from New Port 19th April.

Military.

BOMBAY.

GARRISON ORDERS.—AUGUST 6TH, 1863.

BY BRIGADIER T. TAPP, C.B.

The 21st Regt. N. I., the Officer for the Castle Guard tomorrow, also the Adjutant for the day.

1. Ensign H. H. Johnston, 59th Foot, has obtained leave of absence on medical certificate, to proceed to England, by the overland route, subject to confirmation.

2. An European Garrison Court Martial, composed as follows, will assemble on Saturday next, the 8th instant, at 11 A.M. at the Mess-room, H. M.'s 103rd Regiment, for the trial of Private John Davies, of the 103rd Regiment:—

President.—Captain Cambie, 18th Regiment N. I.

Members.—Captain Weir, 103rd Regiment, two Subalterns from 103rd, two Subalterns from 18th and one Subaltern from 21st Regiment N. I.

The names and dates of Commissions of the Subalterns warned for this duty to be taken with them to the Court.

All parties and evidences to be duly warned and they are hereby ordered to attend the Court.

GENERAL ORDERS BY GOVERNMENT.

Bombay Castle, 31st July 1863.

Erratum.—In G. O. No. 369, dated 13th July 1863, paragraph 1st, *for* "five annas per quart or five rupees per dozen exclusive of bottles," *read* "on draught five annas per quart, or in bottles four rupees two annas per wine dozen, exclusive of bottles."

In paragraph 2nd, *for* "three annas per quart or three rupees per dozen, exclusive of bottles," *read* "on draught three annas per quart, or in bottles two rupees and eight annas per wine dozen, exclusive of bottles.

Bombay Castle, 1st August 1863.

No 403.—Assistant Surgeon W. Nivon has been appointed to officiate as Superintendent of the Lunatic Asylum at Colaba, vice *Dr.* Campbell.

No. 404.—Captain H. S. Osborne, of the Invalid Establishment, is appointed Paymaster of Pensioners, Suart, vice Geach, proceeding on furlough to Europe.

No. 405.—The following adjustments of rank and promotions are made, subject to Her Majesty's approval:—

ADJUSTMENT OF RANK.

Medical Department.

Surgeon John Young Smith, M.D., from 27th September 1861, in room of Surgeon H. DeC. Peele, retired.

Surgeon Robert Nicholson, M.D., from 8th October 1862, in room of Surgeon Major A. Bure, M.D., retired.

Surgeon William Carrey Coles, M.D., from 27th October 1861, in room of Surgeon G. M. Ogilvie, M.D., C.B., deceased.

Surgeon Joseph Furlong Shackleton, A.B., M.B., from 31st December 1861, in room of Surgeon J. E. Bathe, retired.

Surgeon James George Fraser, M.D., from 31st January 1862, in room of Surgeon Major C. Morehead, retired.

Surgeon Alexander Reynolds (retired), from 6th April 1862, in room of Inspector General of Hospitals B. P. Rooke, M.D., retired.

Surgeon John Frederick Steinheuser, from 2nd May 1862, in room of Surgeon Major W. Neilson, deceased.

Surgeon Frederick William Harris, from 4th June 1862, in room of Inspector General Hospitals J. Scott, retired.

Surgeon James McAdam Hyslop, M.D., from 12th June 1862, in room of Deputy Inspector General of Hospitals C. F. Collier, retired.

Surgeon William Crawford Brown, M.D., from 25th August 1862, in room of Surgeon Major W. H. Bradley, retired.

Surgeon Robert Gillman Lord, M.D., from 15th September 1862, in room of Surgeon Major J. Deas, deceased.

Surgeon John Grant Nicolson, M.D., from 25th October 1862, in room of Surgeon Major F. Lodwick, deceased.

Surgeon Robert Millar, M.D., from 27th November 1862, in room of Surgeon R. Dent, retired.

Surgeon John Henry Wilmot, M.D., from 18th December 1862, in room of Deputy Inspector General of Hospitals B. White, retired.

Surgeon Charles George Wiebe, M.D., from 1st January 1863, in room of Surgeon J. Reynolds, retired.

Surgeon John Thom Sanderson, M.D., from 7th January 1863, in room of Deputy Inspector General of Hospitals D. Grierson, deceased.

PROMOTION.

Medical Department.

Assistant Surgeon William Davey, to be Surgeon from 1st July 1863, in room of Deputy Inspector General of Hospitals J. J. Hamilton, retired.

No. 406.—The following promotion in the Ordnance Department is made:—

Store and Park Serjeant and Acting Sub-Conductor Edward McKenzie, to be Sub-Conductor from 23rd July 1863, in room of Sub-Conductor William McDougall, remanded.

Bombay Castle, 3rd August 1863.

No. 407.—The following despatch from the Right Honorable the Secretary of State for India to the Government of India, No. 215, dated 10th June 1863, is published for general information:—

"*Paragraph* 6. The rule for the disposal of the Insignia of the Orders of the Bath and Star of India, is as follows:—

On the decease of a Knight Grand Cross of the Order of the Bath, the Collar and Badge appendant of the Order worn by him should be returned to the Lancaster Herald, but the Investment Badge and Silver Star are retained by his family.

On the decease of a Knight Commander of the Bath, the whole of the Insignia of the Order worn by him are the property of his family.

On the decease of a Companion of the Bath, the Insignia worn by him are to be retained by his family.

On the promotion of a K.C.B. to a higher class in the same division of the Order, the Insignia of the lower class are returned to the Herald's College.

On the decease of a Knight of the Star of India, the orders worn by him are returned to the College."

Bombay Castle, 5th August 1863.

No 408.—Assistant Surgeon W. Nivon has been appointed to officiate as Superintendent of the Lunatic Asylum at Colaba, vice *Dr.* Campbell.

No. 409.—Captain H. S. Osborne, of the Invalid Establishment, is appointed Paymaster of Pensioners, Suart, vice Geach, proceeding on furlough to Europe.

No. 410.—The following adjustments of rank and promotions are made, subject to Her Majesty's approval:—

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On the decease of a Companion of the Bath, the Insignia worn by him are to be retained by his family.

On the promotion of a K.C.B. to a higher class in the same division of the Order, the Insignia of the lower class are returned to the Herald's College.

On the decease of a Knight of the Star of India, the orders worn by him are returned to the College."

Bombay Castle, 5th August 1863.

No. 412.—The Governor of India has ruled that the principle of the Government of India has ruled that the principle of the Government of India has ruled that the principle of

* Dated 24th August 1857. the new Clothing Regulations end of the Royal Warrant (the issue of clothing in advance) shall be applied generally to the whole Army.

The Commander in Chief notifies in orders that Government has accordingly directed that steps be at once taken to adjust the arrear claims to clothing of all men (European and Native) now in Her Majesty's service enlisted in the Indian service prior to the 1st January 1855, by payment to them of compensation in lieu of clothing for 1859-62 at the rate prescribed by the Clothing Regulations of 1855.

Bills to be supported by Nomin l Rolls showing the date of enlistment of each claimant.

The clothing now in course of issue and in all future issues will accordingly be designated clothing in advance.

2. With reference to the foregoing under which all men now in the Army enlisted prior to the 1st January 1855, are entitled to compensation for clothing for the year's clothing, the Governor in Council appoints the following rules for the Native Army in supercession of all previous orders.

3. Clothing will be issued to the Army yearly in advance as early as practicable after the 1st April of each year.

4. The clothing remains the property of Government and cannot be taken out of the Regiment until it has been one year in use, excepting the case of men transferred from one Corps to another in the same branch of the service.

5. The clothing in wear of Native soldiers discharged, deceased, deserted, or taken prisoners of war, will be returned into Regimental Store for re-issue, under careful Regimental arrangement to Recruits on account of broken periods or to replace clothing accidentally destroyed or lost. Regimental Commanding Officers and Quarter-masters will be responsible that in these arrangements all reasonable attention is paid to the distinctions of family, tribe, &c.

6. The Invalids of the season who are struck off the strength of their Regiments on the 31st December, will be permitted to retain their clothing.

7. Men discharged with good character whose clothing has been in use nine months will be permitted to retain their clothing.

No. 413.—The following Extract from Brigade Orders by Brigadier R. R. Younghusband, C.B., Commanding at Nusserabad, dated 8th July 1863, is confirmed:—

Lieutenant Warden, H. M.'s 97th Regiment N. I., is (subject to confirmation) appointed to act as Cantonment Magistrate during the absence of Captain Chesshyre on sick leave.

GENERAL ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Poona, 5th Aug. 1863.

Captain F. B. Johnson, 3rd Dragoon Guards, having been reported fit for duty is directed to rejoin his Regiment.

The undermentioned Commissioned and Warrant Officers have obtained leave of absence:—

6th Dragoons.—Lieut. H. Stevenson, from 1st to 31st August 1863, in extension, to remain at Poona, on medical certificate.

72nd Foot.—Lieut. J. E. Macauley, from 1st to 31st August 1863, in extension to remain at Poona, on medical certificate.

56th Foot.—Lieut. A. R. Heyland, from 24th July to 23rd August 1863, in extension to remain at Mount Aboo, on medical certificate.

Medical Establishment.—Surgeon H. Pitman, 3rd Regiment Light Cavalry, from 1st to 31st August 1863, in extension, to remain at Bombay, on medical certificate.

Ordnance Department.—Conductor H. Doyle, from 1st to 31st August 1863, to proceed to Bombay, on medical certificate.

Naval.

MARINE DEPARTMENT.

GENERAL ORDERS BY GOVERNMENT.

Bombay Castle, 5th August 1863.

No. 48.—The following temporary arrangements and appointments are confirmed:—

By Captain J. W. Young, C.B., Superintendent of the Bombay Marine.

* Mr. George Simpsott to be 2nd Officer of the *Berenice* from the 5th July 1863.

Mr. G. Leishman to be Store Accountant of the *Ajdaha* on the 1st May 1863.

Civil.

(From the Bombay Government Gazette, Aug. 6.)

POLITICAL DEPARTMENT.

The following Notification, issued by Her Majesty's Government in the *London Gazette* of the 30th June last, is republished for general information:—

"The undermentioned Officers to have the local rank of Lieutenant Colonel:—

Captain Lewis Pelly, of the Bombay Staff, whilst filling the appointment of Resident in the Persian Gulf.—Dated 30th June 1863.

Captain Herbert Frederick Disbrowe, of the Bombay Staff Corps, whilst acting as British Agent at Muscat.—Dated 30th June 1863.

Captain Robert Lyon Playfair, of the Madras Artillery, whilst acting as British Agent at Zanzibar.—Dated 30th June 1863.

Lieutenant Colonel R. L. Playfair has been appointed Her Majesty's Consul at Zanzibar, and Lieutenant Colonel H. F. Disbrowe Her Majesty's Consul at Muscat.

Lieutenant La Touche has been confirmed in the appointment of Adjutant of the Gujerat Bheel Corps from the 13th November 1862, the date on which he assumed charge of that appointment."

JUDICIAL DEPARTMENT.

Mr. John Connon, Barrister-at-Law, has been appointed Coroner of Bombay, in succession to Dr. R. T. Reid, resigned.

REVENUE DEPARTMENT.

Mr. W. M. Salmon has been re-appointed to act as First Assistant to the Collector and Magistrate of Poona from the 4th June 1863, during the absence of Mr. Evans on privilege leave.

PUBLIC WORKS DEPARTMENT.

Captain W. W. Goodfellow, R.E., Executive Engineer Sattara Districts, is allowed privilege leave of absence for two months, from the 27th July 1863.

ECCLESIASTICAL DEPARTMENT.

The Reverend George Carew Reynell, M.A., has been appointed an Assistant Chaplain on the Establishment of this Presidency. The appointment takes effect from the 24th of July 1863.

The Reverend A. L. Onslow, is appointed Chaplain of Nusseerabad, and will do duty at Sattara until such time as he is able to proceed to Nusseerabad.

The Reverend Thomas Horsfall, appointed by H. M.'s Principal Secretary of State for India an Assistant Chaplain on this Establishment, arrived in Bombay on the 3rd August 1863.

The leave to Europe granted to the Rev. R. F. Colvin, Senior Chaplain, Church of Scotland, on the 21st ultimo, is for eighteen months.

Births, Marriages, & Deaths.

No notice of a Domestic Occurrence can be inserted unless authenticated by the name and address of the sender.

BIRTHS.

At Oxton House, Ootacamund, on the 28th July, the wife of Mr. James Short, of a daughter.

At Shanghae, on the 6th June, the wife of J. H. Wills, Master of the ship *Kinyson*, of a son.

At Canton, on the 4th July, the wife of the Rev. F. S. Turner, of the London Mission, of a daughter.

At Hongkong, on the 8th July, the wife of Henry Noble, Manager Agra and United Service Bank, of a daughter.

DEATHS.

At Chandernagore, on the 21st July, Rose, the beloved wife of Francois Saupin, Esq., aged 52 years.

At Madras, on the 30th July, Mr. George Eridge, aged 48 years, 7 months and 28 days.

On the 31st December 1862, on board the *Berwickshire*, on the passage from Whampoa to London, Alexander Low.

At Shanghae, on the 4th June, Robert Arnold, of the Imperial Maritime Customs.

Drowned, at Shanghae, on the 15th June, —. Mount, Master of the British ship *Rathmel*; and— Williamson, master of the British barque *New York*.

At Shanghae, from the explosion of gunpowder, on the 16th June, F. Louis Jaeh, Watchmaker.

At Shanghae, on the 18th June, John B. Smith, of the Shanghae Pilot Company, a native of Aberdeen, aged 30.

At Shanghae, on the 21st June, Samuel A. Langley, Seaman, aged 48, of Providence, R. I.

At Shanghae, on the 24th June, George Joseph Wrentmore, Deputy-Assistant-Commissary-General.

At the Military Hospital, Kowloong on the 27th July, Michael Dowd, Private, 99th Regiment, aged 26 years.

At the Victoria Gaol, Hongkong on the 27th July, Charles Wilson Prisoner.

At Shanghae, on the 28th June, John Taylor, late Chief Engineer of the steamer *Lye-ee-moon*.

At Shanghae, on the 28th June, William Stubbs, Proprietor of the Waverley Hotel.

At Shanghae, on the 29th June, William Curran, a native of Irland.

At Shanghae, on the 29th June, John Swinnels, Private, 31st Regiment.

At Shanghae, on the 29th June, Antonio Peters, a Spaniard.

Post Office Notices.

OVERLAND MAIL.

THE Overland Mail per P. & O. Company's Steamer *Benares*, will be closed on SUNDAY, the 9th August 1863, at 7 o'clock A.M. An After-Packet will be kept open, on payment of the usual fee of 8 annas (which must be prepaid by Stamps), until 8 o'clock A.M. Registered Letters will be received until 6 P.M. of the previous day.

POSTAGE:—

	Via Marseilles.	*Via Southampton.*
Weight under ¼ ounce	Rs. 0 6 8	Rs. 0 4 0
" 1 " "	0 13 4	" 0 8 0
" 2 " "	1 10 8	" 1 0 0
" 3 " "	2 8 0	" 1 8 0

CHINA MAIL.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's Steamer *Emeu*, will be closed on THURSDAY, the 13th August, at 6 o'clock P.M. A Packet for late Letters will be kept open, on payment of the usual Fee, until 7 A.M. on the 14th.

Letters, &c. for Australia will be despatched by this opportunity.

SCINDE MAILS.

The mails for Kurrachee and Scinde, per steamer *Dalhousie*, will be closed twelve hours after the arrival of the next Overland Mail.

The mails for Kurrachee and Scinde, Guadel, Muscat, Bunder Abbas, Bushire, and Bussora per steamer *Penang*, will be closed on MONDAY next, the 10th instant at 2 o'clock P.M.

SEDASHEWGURH MAILS.

The mails for Sedashewgurh, Mangal re, Cannanore, Calicut, or Bypore, & Cochin, per steamer *Kurrachee*, will be closed on SATURDAY next, the 15th instant.

MAILS TO MUSCAT VIA KURRACHEE.

Mails from Bombay for Muscat will in future be sent *via* Kurrachee by the Mid-monthly and other Steamers to that place, and thence forwarded by Bugla to Muscat, when Steamers are not available.

ZANZIBAR MAIL.

A Mail for Zanzibar will be made up at this Office and despatched *via* Aden (except in June, July, and August), by the last Overland Steamer of each month. The usual Steam postage must be prepaid.

DELIVERY OF MAILS.

As it is necessary under orders from the Secretary to the London General Post Office, that the Overland Mails from Bombay be always on board the Contract Steamers before 10 A.M., and as the dates of departure will, in future, fall on the same days with those for the China Mails, the public are hereby informed that the first or morning delivery of local Mails will not be made on those days until after 10 A.M.

CALENDAR—AUGUST 1863.

New Moon	Friday	14d. 6h.	53.9m. P.M.
First Qr.	Saturday	22d. 11h.	10.7m. A.M.
Full Moon	Saturday	1h.	46.1m. A.M.

Days.	Date.	Sundays, Festivals, &c.	Sun Rises	Sun Sets.	High Water Bombay Harbour Morn.	High Water Bombay Harbour Even.	Evening Gun-Fire.
			h. m.	h. m.	h. m.	h. m.	
Fri.	7	Named Jesus.	5 39	6 31	4 36	5 2	
Sat.	8	Mercury rises at 6.7.	5 40	6 31	5 33	6 11	
Sun.	9	10thSun fterTrinity.	5 40	6 30	6 50	7 30	
Mon.	10	St. Lawrence, M.	5 41	6 30	8 10	8 46	
Tues.	11	Daybreak at 4.22.	5 41	6 29	9 10	9 21	
Wed.	12	Grouse shooting begins.	5 41	6 28	9 48	10 12	
Thur.	13	Old Lammas Day.	5 42	6 28	10 34	10 53	

Date 5th August. Time—9h. 33m. 19s.

Friday 7th.—Napoleon sailed for St. Helena, 1815.—Queen Caroline died, 1821.—The Ashantees defeated, 1826.

Saturday 8th.—Storm of the Bottah of Ahmednuggur, 1806.—Batavia taken, 1811, Canning died, 1827.—The *Great Eastern* Completed 1859.

Sunday 9th.—Banda taken, 1810.—The Hungarian defeated by Haynau, 1849.

Monday 10th.—Scindia defeated by the English, 1803.—Hurricane at Barbadoes, 1831.

Tuesday 11th.—Ahmednuggur surrendered, 1803.

Wednesday 12th.—Storm of the Bottah of Ahmednuggur, 1806.

Thursday 13th.—Pitt's India Bill passed, 1784.—Queen Adelaide born, 1792.—The New Poor Law Bill passed 1834.

ELECTIC TELEGRAPH DEPARTMENT.

List of Undelivered Messages on the 6th August.

From Calcutta to Murray and Co.; Nassick to Sonee Kanjee Bhunjee; Ahmedabad to Syed Ahmed Ally near Nawab's Square; Belgaum to Gungaram Sett Kandawaree; Simla to Col. Carmichael, 103rd Royal Fusiliers; Kurrachee to Takur Runchorjee Tajapal.

LATEST DATES RECEIVED IN BOMBAY.

ADEN	July 17	KURRACHEE	July 29
AGRA	July 30	LAHORE	July 25
ALLAHABAD	July 16	LONDON	July 3
AUSTRALIA	Mar 25	MAURITIUS	June 6
ALEXANDRIA	July 10	MADRAS	Aug. 1
BANGALORE	July 31	MALTA	June 23
COCHIN	July 25	MERUT	July 31
CALCUTTA	July 27	OUDH	July 29
CAPE	June 1	PUNJAUB	July 11
CEYLON	Aug 1	PENANG	July 23
DELHI	July 28	RANGOON	June 26
FRANCE	July 5	SUEZ	July 12
HONGKONG	July 12	SINGAPORE	July 21

THE

FRIDAY, AUGUST 7, 1863.

THE Bombay Government after two years inexplicable silence on the subject, has at length condescended to give the public an opportunity of knowing something, on official information, of what has been doing in the Educational Department of this Presidency, by issuing the Report of the Director of Public Instruction for the year 1860-61. How the Government reconciles to itself such a gross dereliction of one of its first duties, as to withhold from the public all knowledge of the doings in one of the most important branches of the public service for such a length of time, we are at a loss to conceive, but certainly in doing so, it has slighted alike the gentlemen connected with the department by ignoring all public official recognition of their important labours, and the public by keeping it in utter ignorance of what has been going on. We have more than once been on the point of applying to our worthy friend, Colonel Sykes, to get him to question Sir Charles Wood as to whether the Bombay Educational Department had been either officially abolished or ignored, seeing the local Government had ceased to issue reports on the subject, by the Director of Public Instruction or otherwise. The only matter lately made public connected with this department, of which the public has any cognizance, is a scandal in respect to the treatment of a Poona Professor by the Director of Public Instruction—which, as retailed in all the papers that have taken notice of it, implies conduct on the part of the latter of a character so disingenuous not to say dishonourable, that we refuse to give it credit. The Director of Public Instruction is a gentleman, as well as a man of no ordinary ability, and we cannot permit ourselves to believe that he would treat any one serving under him in a manner which would be the reverse of gentlemanly. The Government in the course of its two years study of the report now issued has discovered that "it has many claims to a favourable estimate. It is very full, very clear, very well arranged, and very readable. It presents statistics carefully prepared, and many just and valuable observations." We have not read the report itself, and barely the resolution that contains these words, but we have not the least doubt of their truth. We are very certain the report deserves all the praise the Government resolution gives it, otherwise it would not be Mr. Howard's. We are further told that "it is most desirable that such a report should be placed before the public with the least possible delay." Most people, we believe, are on this head of the same opinion as "The Honourable the Governor in Council," though they arrived at this conclusion rather earlier. Government appear to have had misgivings about the delay, and so it must find some excuse. The resolution then goes on to say that publication becomes difficult "if questions are raised in it which required discussion and decision; and for this reason the Honorable the Governor in Council would impress upon Mr. Howard the simple rule, which Government at various times has had to impress on able and zealous officers in other Departments, that an Annual Report should be strictly and solely a review of *what has been done*. No new questions should be raised, no proposals should be submitted, no discussions should be invited, no decisions of Government should be canvassed. On all such subjects Mr. Howard will have other opportunities of writing, and he may be assured that whatever he writes will always be read by Government with respect, and with a sincere desire to meet his sugg

JUDICIAL DEPARTMENT.

"India Office, London, 16th June 1863.

JUDICIAL.—No. 27.

To His Excellency the Honorable the Governor in Council, Bombay.

Sir,—Paragraph 1. I have to call your special attention to those provisions of the Act of the 24 and 25 Vict. Cap. 54, which refer to the course to be pursued, when it may appear necessary that any of the Offices specified in the Schedule annexed to the Act should be made without regard to the qualifications, conditions, and restrictions of the Act 33. Geo. III., Cap. 52, Sect. 57.

2. The term of the 3rd Section of the Act 24 and 25. Vict. are applicable to every person, without exception, whom it is intended to appoint under its provisions to any of the Judicial or Revenue Offices specified in the Schedule and it is essential that, in making any further appointment of any person to any such Officers, the requirement of the Act in regard to the examinations, departmental tests, and other qualifications and restrictions, which are or may be imposed on Covenanted Civil Servants, should be strictly adhered to.

3. It rests with the local Government in India to make the provisional appointment, subject to the confirmation of the Home Government, on a consideration of the special reasons for making the same but it does notallow that the approbation of the Secretary of State will render valid an appointment with is made contrary to the provisions of the Act.

4. You will, therefore, take care that the provisions of the Act are complied with in all cases, and you will report to me, not only the special reasons for each appointment which you may make, but also that the provisions as to examination and qualification of the candidate have been complied with.

5. You are requested to issue the necessary instructions to the above effect to the several authorities under your Government, by whom appointments to the Offices and places specified in the said Schedule may be made.—I have the honour to be, &c.,

C. Wood, Secretary."

The foregoing despatch is published for general information.

By order of His Excellency the Governor in Council,

H. L. Anderson, Chief Secretary.

Bombay Castle, 3rd August 1863.

WEATHER REPORT.

At 9 hours of the 6th August 1863.

Broach.—Cloudy ; S.W.

Bulsar.—Partially clouded.

Cannanore.—Rainy.

Galle.—Cloudy S.W. moderate. Ther. 80.

Goa.—Densely clouded, wind west light.

Kolapore.—Cloudy ; S.W. light.

Kurrachee.—Clear wind Southerly.

Madras.—Fair S.W. Ther. 81 Bar. 30-19.

Paumben.—Fair S.W. light Ther. 86.

Surat.—Cloudy S.W.

MONSOON RAIN RETURN FOR BOMBAY.

Fall of Rain from 9 A.M., *Monday, 27th July, to* 9 A.M., *Monday, 3rd August* 1863.

Date.	Day.	Observatory, Colaba.	Fort.	Esplanade.	Byculla.	Victoria Garden.	Mount.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
July 27	Monday	·04	·09	·21	·17	·19	
28	Tuesday	·06	·05	·73	·11	·22	
29	Wednesday	1·02	·71	·63	·29	·86	
30	Thursday	·10	·13	·28	·32	·27	
31	Friday	·35	·06	·21	·17	·15	
Aug. 1	Saturday	·15	·02	·00	·03	·00	
2	Sunday	·00	·05	·06	·17	·23	
Total for Week		1·72	1·11	1·48	1·06	1·92	
Previously recorded		53·11	54·02	59·02	56·37	53·11	
Total full up to 3rd Aug.		54·83	55·13	60·50	57·43	55·03	55·85

In the Report from the Colaba Observatory the Day is from midnight to midnight, and in those from the Fort and Esplanade it is from 6 A.M. one day to 6 A.M. the following day.

G. C. M. Birwood, M.D.,
Secretary and Curator,
Government Central Museum.

GREAT INDIAN PENINSULA RAILWAY.

Open 553 Miles.

Statement of Traffic, Week ending 26th July 1863.

Coaching.

Number of Passengers, 50,297.

Amount..... Rs. 28,213 12 8

Merchandize.

Amount..... ,, 17,902 14 2

Total... Rs. 46,116 10 10

Corresponding Week last year, Open 438 *Miles.*

Coaching.

Number of Passengers, 42,423.

Amount..... Rs. 21,501 15 11

Merchandize.

Amount..... ,, 26,500 3 3

Total... Rs. 48,002 3 2

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Open 185¼ Miles.

Statement of Traffic, Week ending 5th July 1863.

Coaching.

Number of Passengers, 15,525.

Amount..... Rs. 12,522 13 11

Merchandize.

Amount..... ,, 5,659 7 1

Total... Rs. 18,182 5 0

Corresponding Week last year, Open 132½ *Miles.*

Coaching.

Number of Passengers, 13,244.

Amount..... Rs. 7,213 0 3

Merchandize.

Amount..... ,, 3,048 12 5

Total... 10,261 12 9

BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.

6th August 1863.

(Before N. W. Oliver, Esq.)

Furious Driving.—Jeewan Moorar was placed at the bar, upon information of Mr. Henry Bailey, European Constable, on a charge of driving his shigram, along the Colaba road, in a manner so rash and negligent, as to indicate a want of due regard for the safety of others.

From the evidence of Mr. Bailey it appeared that, yesterday at about ten o'clock A.M. while he was doing duty at Colaba, he saw the defendant driving his horse at a furious gallop. There were two bunyans in his shigram. He was flogging his horse at the same time.

The above statement was corroborated by the testimony of one John deSouza.

His Worship said that this was a very serious offence, and finding the defendant twenty rupees, in default to be imprisoned in the Common Jail with hard labour for two months.

Criminal Breach of Trust.—Dawood Lall, was brought up, charged with fraudulently misapplying in breach of trust, eight copper pots, of the value of fifteen rupees, the property of one Mahomed Ali Nooroodeen with intent to defraud him.

The prosecutor is a bailiff to the Cazee of Bombay. About eight days ago, he gave to the prisoner eight pots belonging to the Cazee to tin. He promised to tin them, but he disappeared with the pots. On Wednesday last the prosecutor found the prisoner in Chuckla, and gave him in custody. The pots it appeared were pledged with a Marwaree, who gave them up to a policeman.

His Worship convicted the prisoner and sentenced him to be imprisoned for two months, in the Common Jail with hard labour.

Resisting the Police.—A Portuguese by name Lozur Chowney was charged with resisting Hurry Luxamon, Police Constable No. 674, while in the execution of his duty on Thursday the 3th instant. The evidence of the policeman was of so satisfactory a nature that His Worship fined the defendant two rupees.

Found Drunk.—An European named Alexander Mitchel was fined by His Worship in the sum of one rupee on a charge of having been found drunk on the Picquet road on Wednesday last.

(Before H. E. Leeke, Esq.)

Neglecting to return Municipal Schedules.—Bapoo Visram and nine others, were placed at the bar, charged with neglect to return their Municipal tax schedules, for the first quarter of 1863.

The first prisoner pleaded guilty to the charge, for the other nine prisoners one Luxamon Dadoba, an Inspector in the wheel tax department stated, that he served schedules on them at different times, but there was no evidence to corroborate his statement. His Worship therefore discharged the nine defendants, and fined the first defendant in the sum of twenty rupees.

Assault.—Mr. P. Hamilton was charged with assaulting one Charles Stewart Dracup.

Prosecutor stated,—I know the defendant. On the 26th of July last, between six and seven o'clock P.M., defendant gave me two or three blows with his fist. This took place on the road at Small Colaba. I was crossing the road with some friends, and stooped down to do something to my shoe, when the defendant came up and struck me. I reported the case to my father.

The evidence of the prosecutor was materially corroborated by three witnesses.

The Magistrate on the evidence before him convicted the defendant, and fined him five rupees.

Bad Meat.—A butcher named Nathoo Bhawoo, was placed at the bar upon the information of Namon Baboorao, market peon, charged with having brought to the slaughter house two diseased kids, intended for the food of man, the same being unfit for the food of man.

From the evidence of the market peon Namon, it appeared that on the 10th of July last, he saw at the Boree Bunder Market the defendant bringing in one goat and two kids intended to be slaughtered, they were diseased and unfit to be used as food.

The above statement was corroborated by the testimony of Mr. Watson and a market peon.

The defendant urged in his defence that he did not take them there to be slaughtered.

His Worship found the prisoner guilty of the offence and fined him twenty rupees.

THE GREAT INDIAN PENINSULA RAILWAY.

To Colonel Rivers,
Consulting Engineer for Railways.

Sir,—I have the honor to report that on Thursday last, in company with the Traffic Manager and the District Superintendent, I inspected the stations at Khandalla and Campoolee.

2. At Khandalla there were no goods lying about the yard. There are two covered goods sheds, each about 500 feet in length, extending over the rails as well as the platform. All damageable goods were being loaded and unloaded in these sheds. The sheds were not full. There were about thirty bales of damaged cotton at one end, being repacked for sale by the Company in Bombay. All the other goods about the station appeared to have just arrived. It is the custom, I was told, not to bring in the loaded waggons from Lanowlee, till there is carriage ready to take the goods down the Ghauts. Eighty two waggons were standing at Lanowlee.

3. Goods coming from the Deccan were in fair order and not wet. Those from the Concan were more or less soaked. The contractor for working the Bhore Ghaut is bound to provide tarpaulins, and he does issue a large number to his cartmen, but they do not, in all cases, select the damageable goods, as those over which tarpaulins should be spread.

4. The roads by which the carts approach the platforms, and the ground along the sidings, where heavy undamageable goods are often unloaded were ancle-deep in mud. The platforms too were very wet, the roofs over them leaking like sieves.

5. I rode down the Ghaut. The road was in fair order. The new metalling seemed to bind in a couple of days. Parts of the road had three layers spread over them. Where new metal had just been laid, the road as a matter of course, was a little heavy, but this is unavoidable and is provided for by the increased rate for carriages in the monsoon. All that could be done to reduce, as much as possible, this unavoidable obstruction seemed to have been done.

6. The contractor had, on the day I was there, 320 carts. I had some of the loads weighed. The load down the Ghaut varies from half to one-third of a ton, per cart. Up, it ranges between one-fifth and one-seventh. I saw cartmen leave the Ghaut because they were asked to take up from Campoolee, six maunds, or a little more than a fifth of a ton.

7. A Railway waggon load may be estimated on the G. I. P. Railway at three tons. It therefore takes eight carts to bring down a waggon load of goods from Khandalla, and eighteen to take them up. This is a favorable view :—A waggon laden with casks of oil, that was emptied into carts, while I was at Khandalla, filled fifteen. However, even with the proportions I have given, the G. I. P. Railway cannot carry down more than forty waggon loads of goods, and cannot carry up more than eighteen with the number of carriages they now have on the Ghaut. Their goods trains average about thirty vehicles. They ought therefore to run about four full trains from Bombay, and nine from Poona, weekly. Their time tables arrange for twenty four and twelve each way. Of course this number is not maintained in the monsoon, but still the numbers run, have, from Bombay, been in excess of what they should have been.

8. The Traffic Manager and the contractor's agent, both told me, that all the carts that could be got had been procured. The pay the cartmen get is two and a half rupees for the down trip, and three and a half rupees for the up. At these rates the conveyance of a ton of goods, costs the contractor, down the Ghaut, seven rupees, and up, twenty one rupees. The price he gets from the Company is about four rupees, twelve annas, and five rupees eight annas for the down and up trips. He must therefore be losing enormously. But I have no reason to think that he is not endeavouring to carry out his work. Callianjee Sewjee is at Thullegaum looking for carts. And the Bombay traders, collected at Campoolee, in search of their goods, to whom I spoke, though loud in their complaints against the Railway Company, admitted that carts could not be got.

9. At Campoolee there is only one goods shed. It does not cover the line of rails, and the rain drives through it ; such as it is, however, it is crammed full. Goods besides of every description are lying about the yard ; some are on the other platform, some alongside the rails, and a small quantity in waggons. The station yard is very badly drained. The lines of rails are slightly raised, and between them water collects in pools. Goods lie on the edges of these pools. They are placed on tarpaulins and other tarpaulins are stretched over them. But when there is a heavy continuous shower many get immersed in the water. At other times they only stand in the mud which forms the greater part of the surface of the yard. Bales of piece goods, bags of sugar, boxes of clothes, mess stores, packages for gentlemen and ladies, and furniture, are to be seen near these pools of water. All the goods, however are for up-country.

10. Goods for Bombay are loaded in waggons as soon as they arrive from Khandalla. This is done at the open platform in front of the goods get wet coming down the Ghaut, and they get still further wet usually in loading. The work is carelessly done. There is no cover, and the goods are often left exposed for an hour or two in succession while the men eat their dinners, or retire under shelter during an unusually heavy shower.

11. There are goods enough now lying at Campoolee to absorb the whole available carriage up the Ghaut for another month. Some of the very heavy goods, such as logs of timber, will not get up till the close of the monsoon. But goods continue to arrive at Campoolee from Bombay. Fifteen waggon loads came while I was there. On one or rather two of them was a Bombay fishing boat, an article which cannot be taken up the Ghaut for some time, and which is not likely to improve by exposure at Campoolee.

12. No system appears to prevail in removing goods. Empty casks were being conveyed on the backs of ponies, while bags of sugar lay in the water ; some goods go off very soon after they come to hand, others are detained for a fortnight or three weeks. Great complaints were made by the Native merchants of the treatment their goods received at the station, and their complaints were not exaggerated. Nothing can hardly be worse than the management. The station master has been sent out from England. He does not understand the language, and he does not do the best he can, with the means at his command, for the protection of the goods committed to his charge.

13. But, even if he did, it would only slightly mitigate the present deplorable state of the station. As long as goods continue to be sent in, in the monsoon, to a station, where there is little shed accommodation, and when the station-yard is half under water, without reference to the means provided for their further transit, nothing but serious losses to both the Company and the public can be expected.

14. I have addressed a letter on this subject to the Directors, more in deference to what I believe are the wishes of Government, than from any feeling on my part that such matters fall within the province of this Department.

15. The Railway Company ought, in my opinion, either to decline to take goods that they cannot convey to their destination within a reasonable period, or if they think it advisable to receive them, they ought to keep them under shelter, and in safe custody, until there is a fair prospect of their reaching, when started, their destination. To despatch goods to Campoolee as soon as received from the sender, in Bombay, cannot, in the monsoon months, serve any useful object, and it entails great loss to the company or the contractor, and causes serious damage to the goods.

16. The state of the station roads and yards is discreditable to the officers responsible for them. A few cart loads of metal, and a cut here and there to the nearest Nullah, would, at but slight expense, much facilitate the operations of the Traffic Department.—I have &c.,

J. S. Trevor, Captain,
Deputy Consulting Engineer, Railway Department.

18th July 1863.

No. 2137 of 1863. Railway Department.

From the Revenue Commissioner, Southern Division.

To Lieutenant Colonel H. Rivers,
Secretary to Government.

Poona, 14th July 1863.

Sir,—I have the honor to acknowledge the receipt of your letter No. 1227, dated 27th June 1863, with its accompaniments, being copies of your letters Nos. 1182 and 1225 of 1863, to the Secretary to the G. I. P. Railway Company.

2. As I conceive that the object of your reference is to obtain such information as I can give, in illustration of the present state of supervision over the Railway traffic, both on the part of the Railway Company's officers and on that of the Government officials whose duty it may be to see that the public interests are attended to by the Company, I shall not hesitate, in now replying to your letters, to mention even the most trifling matters which have come under my observation, when they are such as to show the nature of the general supervision exercised. Continued neglect to notify small abuses, and small annoyances to the public ; when such are notorious, is perhaps more significant as regards the question of whether or not constant and careful supervision exists, than the occasional occurrence of serious casualties.

3. For instance, on every occasion but one on which I have travelled by night on the G. I. P. Railway, during the last year, at least one of the saloon carriage lamps has gone out, and in most cases both have gone out, and in most cases both sprinkled the interior of the carriages and the clothes of the passengers with oil. It must be well known to every one connected with the management of the Railway, that this inconvenience is one of almost constant recurrence, yet nothing efficient has, as yet, been done to rectify it.

4. First class passengers, too, might reasonably expect that the trains by which they travel, should be so made up, that the first class carriages could be drawn up to each platform where there is shelter, so as to give them ingress and egress under cover. Yet, almost at every station on the G. I. P. Railway, first-class passengers have as often as not to go through the sun or rain when getting in or out of their carriages. The inconvenience is always occurring, yet no one in authority seems to take such heed of it as to do any thing to correct it.

5. First class passengers may, however, with comparative justice to the public, be left to their fate. There are but few of them, and it is a good deal their own fault if they do not take the trouble of making themselves so disagreeable to the officials of whom they may have reason to complain, that it will be less troublesome to the latter to avoid inflicting unnecessary hardships on persons who know how to take their own part, and have energy and leisure enough to do so. The class of passengers which most needs protection from unnecessary and unjustifiable hardship, which would ceasse to occur were there sufficient supervision of an effectual nature on the line, is the third class, which is composed of persons who do not know how or where to complain, and who, if they did, would probably fear to do so.

6. Cases of Railway officials bullying, abusing and even assaulting this class of passengers, though they occasionally happen, are, I believe, rare at most stations on the line. Indeed I have frequently admired the forbearance, patience and good humour of several of the guards on the line, and of the station masters at some of the most thronged stations where their temper must be frequently much tried ; but the general absence of unnecessarily harrassing and bullying third class passengers does not, I fear, obtain at all stations ; and I may mention that I have seldom been at either Campoolee or Khandalla without observing something of the sort, owing, however, so far as I could judge, in most cases rather to want of good management and absence of system, (which of course is due in first place to want of efficient supervision,) than to any intentiona or wanton desire on the part of the Railway officials to cause annoyance.

7. The conduct of the Native Police employed at several of the Railway stations is very apt to be vexatious and insolent. I have recently requested the superintendents of Police in Poona, Sholapoor and Ahmednuggur to warn all policemen employed at Railway stations within their Districts, that they will be severely punished for any insolence or incivility to passengers and others, of which they may be discovered to be guilty, by whomsoever they may be abetted or encouraged in their misconduct.

8. The following account of my last journey from Bombay to Poona may serve to illustrate the present state of management of the Railway passenger traffic, and of course the nature of the supervision under which such management has become possible.

9. I left Byculla by the afternoon train of the 9th June 1863, which started about twenty minutes after the proper time, and kept about as much behind its time till we arrived at the Dyolee road side station, eight and a half miles from Campoolee, about 5-45 P.M. At Dyolee, or rather on the line about two hundred yards from the station, we were pulled up and kept waiting for an hour, owing, as the guard informed me, to there being no report of the line onwards being clear of the luggage train ahead. After an hour had elapsed we moved on to the junction, whence the line to Campoolee (which is I believe five and a half miles long) branches off from the line up the Ghaut incline by which the luggage train had gone on ; and here we were pulled up again, as the guard said he had not been formally assured that the line to Campolee was clear, though every one knew that it must be so, so far as trains and carriages could be concerned, as the luggage train, which was the only one that could have been ahead of us, had gone on by the route of the incline. After waiting a long while at the junction, where there is no telegraph, (I) the guard sent a message back to the Dyolee station to telegraph thence to Campoolee, obtain an answer, and bring it to us. This was done, and the answer was of course that the line was clear :—but it had taken the messenger nearly an hour to walk back to Dyolee, and nearly another to return to us ; so that we finally went on, after a total detention at Dyolee and the junction, of more than three hours, (which was in reality altogether needless) during which the second and third class carriages were kept closed. By quick driving we picked up time so as to reach Campoolee as well as I remember about 8-4-5 P. M. At Campoolee it was only by dint of language and threats, the necessity of which I could not but regret, that I succeeded in obtaining the means of transit up the Ghaut for which I had paid at Byculla. It was 11 P. M. before I reached the Khandalla Station, so that, forty minutes after the time that I ought to have reached Poona, according to the G. I. P. Railway Company's Time-table, I found myself forty-two miles from the end of my journey, with no means of proceeding, as the train by which the passengers leaving Byculla by the 2.30. P. M. train ought to have been carried on, had not been detained for us. And the local managers of the G. I. P. Railway Company have not yet apparently accepted the obligation which is admitted by all christian Railway Companies, that, if by mismanagement of the trains passengers and their property are brought by them to any of their own terminal Stations too late to go on according to promise with a train which they are obliged to send on at a particular hour, they are bound to send them on without delay by special train. I found myself therefore at Khandalla within an hour of midnight, obliged to exercise my ingenuity in solving what is by no means an easy problem to solve in such a place, that is, to find a place quiet enough to spend the next five hours in, or some other mode of sleep, and without damage to my reputation. The difficulty of this problem was enhanced by the fact that there were some ladies and little children also obliged to wait at Khandalla till the departure of the morning train ; upon whom, in their enjoyment, or rather endurance of the modicum of accommodation for travellers afforded by the G. I. P. Railway Company in their Khandalla premises, I was unwilling to intrude. How I passed the night, however, is a matter foreign to that to which my letter relates ; it may suffice to say that I was waiting for the departure of the train at 4 A.M. of the 10th, the hour at which it ought to have started, and continued to wait for it for the next fifty-five minutes ; when at length, we started for Poona, leaving behind a number of third class passengers, for whom abundance of room might have been found had the station master taken the trouble of ascertaining by telegraphing to Campoolee what number of third class carriages, had been required for the two trains from Bombay, the passengers by which were to go on with ours, and adding the proper number of carriages at Khandalla ; or if spare carriages were not there (as I believe however they were) obtaining them from the neighbouring depot at Lanowlee, along with the engine which had at any rate to come from there.

Instead, however, of providing carriages for the number of third class passengers who were waiting to go on to Poona, the local Manager, on behalf of the G. I. P. Railway Company, seemed to think it would save trouble to employ a policeman to drive away from the premises, by maltreatment and bullying such passengers possessed of third class tickets as could not be thrust and jammed into the carriages already attached to the train. The Policeman thus employed has since been punished. The Railway official I am obliged to leave to other hands. At the next large station, Tullegaum there are no third class carriages kept, and none were attached to our train at the Depot Lanowlee through which we passed to reach it ; so that a considerable number of persons who had taken tickets at Tullegaum to go on to Poona were refused admission into the train ; I was told that this is a case of constant recurrence at this station.

Finally we reached Poona at 7-20 on the morning of the 10th, nearly 17 hours after commencing what ought to have been a journey of little more than half that duration, had we maintained the not inordinate average speed of 15 miles an hour, which the G. I. P. Railway Company have felt themselves able to promise for the train by which it was my misfortune to travel, and which is the fastest that they run on the line. My rate of travelling by this fast train was, you will have observed, very nearly as much as 7 miles an hour including stoppages.

The letters marked A and B, appended to this letter are from Lieut. Colonel Gell, Commanding Her Majesty's 10th N. I. and Lieut. Colonel Phayre, Quarter Master General of the Army respectively, and relate to the circumstances of the same journey as that described above,

The next opportunity on which I had an opportunity of personally observing the mismanagement of a passenger train on this Railway was a few days after the date of the above mentioned journey, I think the morning of the 13th June—when I had occasion to go to the Poona station to take leave of some friends going to Sholapoor. On this day the train left Poona more than two hours after it ought to have done so. There was not room for the whole of the third class passengers in the carriages appropriated for them, and no more were added to the train, but many third class passengers were desirous to get into second class carriages, and I, on this occasion, observed the same thing that is mentioned in para 2 of your letter to Mr. Hoare, No. 1182 dated 23rd ultimo, the refusal of a man who had taken a third class ticket to go in a second class carriage, in consequence as he said of having been previously charged second class fare when he had consented to do so under similar circumstances. In one of the letters appended to this report you will find an instance mentioned of no less than 72 women being, for want of third class accommodation, at one of the stations on this line squeezed into a second class carriage constructed I believe to carry 32 passengers.

In the last paragraph of your letter just quoted, allusion is made to the management of horse boxes on this Railway. *Apropos* of this subject I may mention that on the last occasion when I brought horses from Bombay, owing to the partition between my two horses not having been properly secured, it gave way, the consequence of which was that one of my horses was thrown down in the box, and both were severely cut and rubbed to such an extent that I found that the aggregate area of the surface from which skin as well as hair had been rubbed from both horses, amounted to more than thirty square inches ; on the same occasion the groom in charge of the third horse in the box (which did not belong to me) was left behind at one of the road side stations, and his horse allowed to proceed to Campoolee without any one being in charge of it.

16. I may also mention that the packages sent from Bombay on the 12th June, which are referred to in the same paragraph of your letter No. 1182, did not reach Poona till the 24th idem ; and that they had then evidently been exposed to heavy rain.

17. With respect to the management displayed in the carriage of goods, I may state that I have never yet sent any property by railway that was not either unwarrantably delayed, or injured, or both ; but considering that I have had comparatively little to do with the railway in the conveyance of property, I have deemed it more satisfactory to lay before Government the statements of persons who are constantly obliged to depend upon the Railway Company for the conveyance of their goods, and you will find appended to this letter, marked C. D. and E. the answers of the Firms mentioned below* to inquiries made of them by me as to their experience of the Railway management, in the conveyance of their merchandise and parcels. These letters do not require any comment from me. The only personal experience I have had lately of the assistance of the Railway in obtaining *parcels*, was in the case of one which was sent to me from Byculla (where the Railway carriage was prepaid) on the 26th June and brought to me at Poona (with a demand for payment of carriage) on the 29th idem. The improper charge was taken off on my remonstrance, but I failed to obtain any explanation as to the reasons of delay in delivery. This is another fact, the mention of which might almost seem to be a puerile carping at trifles, but I have thought it right to mention it for the reason indicated above at the close of my 2nd paragraph. I have no reason for supposing that any singular fatality has attended me in my transactions with the Railway ; and if not, the multitudes who are obliged to employ it more than I am, must have proportionately more to complain of.

18. The last two subjects on which I shall touch, are the protection afforded by the G. I. P. Railway Company to property entrusted to them for conveyance, while under their charge, and the efficiency of the means taken for detecting thefts on their premises when they occur. Appended to this letter you will find, marked P. & G., two communications from Captain Shortt, with their accompaniments† from which Government will perceive what a complete absence there is on the part of the Company of any efficient arrangement for watching the property confided to them as carriers, for keeping up the responsibility of their subordinates with respect to it, or for making timely application to the District Police, or giving them useful information, when robberies occur. The large number of thefts which have been reported in the notes attached to Captain Shortt's report, and the vagueness of the information afforded to him by the Railway officials, will show Government that it is not without reason that the native community declare that they have no longer any "bhurowsa" (confidence) in the Railway Company.—I have the honor to be, &c.,

W. Hart, Revenue Commissioner, S.D.

From Lieutenant Colonel Gell,
10th Native Infantry.

To W. Hart, Esq., C. S.,
Revenue Commissioner, S. D.

Poona, 29th June 1863.

Sir,—In reply to your letter No. 1925 of this date' I have the honor to state that I was a passenger by the 2-30 P.M. train G. I. P. Railway from Bombay, on the 9th instant.

2. After passing the Dyolee station a short distance the train was detained for about 3 hours.

3. The reason given by the guard for this detention was that the driver had not received the proper forward road report to enable him to proceed to Campoolee.

4. I was led to conclude, however, that this report was only technically insufficient, and that no danger could have been anticipated in overlooking this error and forwarding the train as usual.

5. The result of this delay was that we did not arrive at Khandalla till about 11 P. M. ; we were due at or before 8-20.

6. On reaching the station we found that the train which should have taken us on to Poona had been already despatched nearly empty.

7. I was informed by the station master that we should have to wait till the next ordinary departure by 4 A.M. of the 10th.

8. No arrangements as far as I could understand were made for the extra accommodation onwards required by the passengers for two trains.

9. Instead of starting at 4 A.M. we were detained nearly an hour and a half in the carriages, which time was occupied in endeavouring to crowd the 2nd and 3rd class passengers of the trains into the space intended for one.

10. The train by which I originally started from Bombay was a much longer one in the number of its 2nd and 3rd Class passengers than I ever before saw.

11. Which I was informed by one of the officials in Bombay is always the case at that season ; and that consequently numbers of passengers were daily left behind half way.

12. I was therefore prepared to see a large number of natives for whom no carriages had been provided (and this an unusual occasion) who would be left behind.

13. But the extreme roughness of the officials at Khandalla towards these already much aggrieved passengers seemed to me inexcusable.

14. I remonstrated with one of the Europeans (an assistant station master I believe) whom I observed driving about most respectable looking natives with tickets in their hands, more as if they were gangs of refractory convicts, than the public whose servant he was.

15. I said to him that this was neither the time nor the occasion for violence, and was told that if I would mind my own business, they the officials could attend to theirs.

16. I also saw some police acting in the same manner under the express instructions of the station master himself, who was also pushing back very respectable looking men, whilst soliciting in the most humble manner permission to continue their journey without additional delay.

17. I have repeatedly noticed that the Railway subordinates treat native passengers with violence and contempt.—I have the honor to be, &c.,

C. S. Gell, Lieutenant-Colonel.

No. 1335.

From the Quarter Master General of the Army.

To W. Hart, Esq,
Revenue Commissioner, S. D.

Poona, 1st July 1863,

Sir,—I have the honor to acknowledge the receipt of your letter, No. 1925, dated the 29th ultimo, requesting that I would give an account of what occurred on my journy by rail from Bombay to Poona, on the 9th and 10th ultimo, and also to mention any other facts that may have come under my cognizance tending to illustrate the nature of the management of the passenger traffic on the Great India Peninsula Railway.

2. As regards the first of these points, I will detail briefly what occurred to my late journey, as far as came under my personal cognizance, but as to the usual state of affairs, I beg to say that for the last twelve months and more I have travelled so little by the Great India Peninsula Railway that I cannot speak from personal observation ; if requisite, however, I could call upon the officers of my Department, who, during five or six months of the year, are in almost daily communication with the Railway officials, to speak as to their impressions on the subject.

3 I left Byculla with my family on the afternoon of the 9th ultimo, by the 2.30 train, expecting, according to the time given in the Railway table, to arrive in Poona that night about 10 o'clock. The train progressed without unusual detention until we reached the siding near the foot of the Bhore Ghaut Incline, where it was stopped for some time. I did not ask the reason as I presumed there was some stoppage on the line. We were detained for nearly half a mile or two, and again the engine was stopped ; shortly after this the guard came to me and asked if I would like to alight from the train, as our detention was likely to prove a long one, as he had to send back for orders, and could not run into Campoolee (some five or six miles already) until he ascertained that the *line was clear*. It struck me that this information should have been waiting his arrival at the previous station, instead of having to stop a large train of passengers to go through what was in reality a mere form. In the course of conversation, however, I learnt from this guard that he did not consider he was authorized in running on into Campoolee, as he had been desired by some one, whose name was not mentioned, to go *cautiously*, from the Bhore Ghaut Junction, into that station. I should think that upwards of two hours elapsed altogether before the guard received this information, and the result was that we only reached Khandalla at about 10. 30 P. M. on the 9th, the time, or thereabouts when we ought to have been in Poona,

4. Had this been the result of an accident of any kind, no one could of course have complained ; but it was clearly the result of a want of system which rendered it possible for a guard so to misunderstand his orders as to be obliged to delay the passengers under his charge in a most unwarrantable manner, until he could ascertain by telegraph what those orders meant.

5. I learnt to my surprise when we got to Khandalla that the corresponding train by which we should have proceeded to Poona, had left that station at the usual hour, and that no provision for a special train had been made for us, the consequence was that I had to take my family into the ladies' waiting room, and remain there until the next morning, (10th) at half-past four, when we were provided with seats in the ordinary train that leaves Khandalla for Poona about that hour.

6. Under the system of management, or perhaps I might say, mismanagement adopted, this last train had to convey the passengers who left Bombay, the preceding evening at 8 P. M. in addition to our own, and the result was that a crowd of 2nd and 3rd class passengers who were going either to Poona, Tullegaum, or other places on the line, were coolly informed that they could not proceed at once, but must wait for the next ordinary train from Khandalla, to start some hours afterwards.

7. This announcement of course occasioned a good deal of talking amongst them, some eagerly pressing forward to explain to the station master the inconvenience to which they would be individually put by such detention ; and I must say that considering all the circumstances of the case, I felt somewhat indignant at observing the, at first contemptuous, and subsequently rough treatment they received at the hands of the station master and the Police peons under his orders ; so much so indeed, that the latter began to push some of them off the platform, Colonel Gell remonstrated with the station master, from whom he received a most impertinent answer, telling him to mind his own business, that he, (the statoin master) knew how to manage these matters, or words to that effect ; our interposition, however, had the effect of stopping any further rough treatment, but the bulk of the passengers I refer to, some 20 or 30 in number remained standing on the platform as our train left the station.—I have the honor, &c,

B. Phayre, Lieutenant Colonel,
Quarter Master General.

* Messrs Treacher & Co., dated 1st July 1863.
Messrs Hunt, Monnett & Co., dated 2nd idem.
Messrs Rogers & Co., dated 3rd idem.

† No. 524, dated 1st July 1863.
No. 547, dated 4th idem.

No. 302.

From Messrs. Treacher & Co., Poona,
To the Revenue Commissioner S. D.

Poona, 1st July 1863.

In reply to your letter, No. 1919 of the 29th ultimo, we have the honor to inform you that for months past, we have suffered, not only great inconvenience, but heavy loss from the mismanagement of the Luggage Department of the Great Indian Peninsula Railway ; as a solitary instance we may observe that goods which we are advised left Bombay to our address, on the 17th ultimo, have not yet reached us, and this is not to be attributed to the effects of a heavy monsoon, for even in the dry season, eight, ten, and twelve days were frequently consumed in the transit.

2. We need hardly point out to you that delays of this nature are not only tiresome, and vexatious, but a serious money loss, particularly at this season, when the station is full and business brisk, and we think we are quite within the average in stating that our daily loss from this cause cannot be estimated at less than forty rupees.—We remain, &c.,

Treacher & Co.

From Messrs Hunt, Monnett & Co., Poona.
To the Revenue Commissioner, S. D.

Poona, 2nd July 1863.

Sir,—In reply to your letter, No. 1918 of the 29th June 1863, with reference to the subject of the present traffic management of the G. I. P. Railway, we have the honor to state that in our opinion, prior to the last few months, the traffic management was very fair, and excepting in few instances, our goods and parcels arrived regularly ; but lately the reverse has been the case, and we have been at great pecuniary loss during the past month, from non-delivery of goods ; on the 29th June receiving goods dispatched from Bombay on the 13th, and then found the said goods, though packed in tin lined cases, very much damaged from exposure to rain. We are now still waiting for goods despatched from Bombay on the 20th, and calculate our loss from non-receipt of goods, within a reasonable time, at not less than eighty rupees per diem.

This great delay and mismanagement in delivery of goods has, in our opinion, been caused by want of a little forethought in not having carts and establishment of servants kept on at Campoolee, to bring up goods, when it was well known that the Ghaut Incline works could not be worked after the first heavy rains.

A great deal of the cotton that may at Decksal and Campoolee in May for want of rupes and tarpaulins, caused such an influx of goods to Khandalla that it was impossible to pull up for the time lost, and which might have been prevented had proper arrangements been made and extra goods trains run.—We have, &c.

Hunt, Monnett & Co.

No. 1736.

From Messrs. Rogers & Co., Poona.
To W. Hart, Esq.,
Revenue Commissioner, S. D.

Poona, 3rd July 1863.

Sir,—We have the pleasure to acknowledge the receipt of your letter, No. 1920, dated 29th June, and in reply, beg to state, with reference to the present Railway management, that as far as the despatch of "Parcels" is concerned, we have nothing to complain of, as with very few exceptions we have received them the day after they were despatched from Bombay.

With respect to the despatch of "Goods," we regret to have to state, that besides being very irregular, they take a much longer time in arriving than is necessary for so short a distance. We mention a few cases below, by which you will be able to judge of this ; at the same time we have much pleasure in stating that the Railway Company have never lost a single package belonging to us.—We are, &c.,

Rogers & Co.

No. of Packages.	From where.	Date of despatch.	Arrived.
7	Byculla Station.	June 12	June 26
2	,,	June 15	June 26
3	,,	June 17	Not arrived yet.

No. 524 of 1863.

From Captain W. H. Shortt,
Superintendent of Police, Poona.

To W. Hart, Esq.,
Commissioner of Police, S. D., Poona.

Poona, Superintendent's Police Office, 1st July 1863.

Sir,—I have the honor to acknowledge the receipt of your letter, No. 744 of 29th June, and in reference to the subject, I append a number of reports of robberies from which you will see that the delay in making such known is of itself sufficient to destroy any chance of enquiry being useful.

2. From what I learn a great number of so-called robberies ought really to be attributed to the bad packing of the waggons, as a reference to the Engineer's Department of the Railway would show what a number of packages are found by the Inspectors in charge of the line when they go on their beat in the morning ; and it can easily be imagined that villagers whose fields adjoin the line, may also find and make away with much property in this way, and more attention ought to be paid to the loading of trucks, especially when the packages are small.

3. From the length of time occupied in transit of goods from, or to Bombay, no efficient control can be kept over them, as laden trucks may remain days at Decksal or Tullegaum where there is no protection by Police, or for days they may remain at Poona, Lanowlee or Khandalla, where the number of Police is totally insufficient to guard the large extent of ground, the sidings filled with loaded trucks, and the sheds with loose goods.

4. The whole of the Porters, Mussals, and various understrappers, seem to be engaged without any enquiry ; an efficient register of their names, country village, caste &c. ought to be kept at each station ; and when any robbery has undoubtedly taken place at a station such might prove of great use to the Police.

5. Of the many stations in this Zillah, Poona, Lanowlee and Khandalla are the only ones, where Police are employed, and that to the extent of two naiques and thirty-four policemen. Considering the size of the stations this is ridiculous ; and the fact of there being only two naiques at the three stations, of itself shows how lax the supervision must be ; and considering the size and importance of the Decksal station, it is impossible to wonder why no police are employed ; and again the Tullegaum station where a large traffic occurs, and bears a most notorious name for its robberies is also left unprotected.

6. Any of the Railway officials can testify to the frequency with which cases of liquor are broken open in transit, and to the best brands of li

ways the one no brother, preacher or not, ever would adopt, and fails deservedly. The scenes, too, between the successful rector and his vagabond father, who talks ten times as well as himself, and is a drinking swindler, are to the last degree unnatural. The elder Alland talks well, and his pride in himself and in his son, coupled with his innate scorn for any form of goodness, make up a curiously real character; but the son's attitude is absurd. The grave rector would in real life have been gravely shocked, or have broken into bitter sarcasm, not into a tirade like this, spoken, be it remembered, not to an audience, but to his father in his own study:—

"'No, sir, no!' said the other impetuously; 'to my own sorrow and your shame, I regret to say there is no mystery in our unnatural relationship. You are a scoffer at all that is right and good, at all that the Bible teaches. You became a spendthrift—shall I say a drunkard?—before my term at college ended; you left me to myself and my own efforts when a kind father's counsels would have been everything to me. Your selfishness broke my poor mother's heart on the day I took her under my charge. You cast us both off, of your own free will. Why do you come back to disgrace me, and talk of the love and gratitude I owe you?'"

The successful figure is Cissy Daly, the mistress who lives by being one, who tempts Robert Bayford because he is rich as well as because she likes him, and who ends by worshipping and slaving for him as few wives would have done. Somehow one sees that in the midst of really great elements in her character there is an alloy, a brassiness of the mind which is not impudence—that the element in character which produces remorse is nearly wanting. Novelists are apt to assume that this element exists in everybody, and to omit it requires some courage and wide knowledge of the world. We do not exactly understand, however, the moral the author wants in this matter to draw. He or she—for there is a confusion here between conventionalism and morality which suggests a feminine mind—writes a good deal about the sin of the connection between Cissy and Robert Bayford, yet when the latter offers to marry her he makes Cissy to refuse to burden her friend—a bit of sentimentalism no girl of the kind ever uttered—and then describes her as sensitive enough to leave him in order that *he* may be sinless. Surely the true moral in such a case, where the attachment is so powerful, the services so great, the fidelity so undoubted, would be the selfish injustice of parting at all, of dreading to sanctify the connection before the world by complying with its wise rules. It is not exactly said, but the impression intended to be left is that for Bayford to have married the mistress who saved his life would have been rather a greater offence than living with her, which is precisely the conventional view, but not precisely the one an author so Christian should inculcate. We must not forget to say that the object of the story is to show how Dissenters and Churchmen may live together in amity—a lesson which, if Christ cannot teach, no novelist is very likely to succeed in conveying.

The third on our list, *Respectable Sinners*, is, in some respects, the poorest of the three. Mrs. Brotherton has crowded her pages with figures widely distinct in character, appearance, speech, and action, and their adventures are tolerably well managed. There are two among them, Datchett the brutal sailor, who so dearly loves his wife, that he commits crime on crime to furnish her for infidelity and the wife whose sin is half redeemed by her wonderful love and devotion, who prove the existence of a power in Mrs. Bretherton greater than she suspects, or, perhaps, can wield. But the mass of her characters are sadly hazy, imperfectly drawn, coloured almost at random, with an eye which is good for pose but not altogether false for anatomy. Edward the selfish, half-profligate, yet redeemable hero, is, perhaps, the best, but even on him the authoress has not spent the exertion which would have made him a living being, and his little bursts of spleen and jealousy and love and viciousness are as unintelligible as those of a child, wholly inconsistent very often with each other, and always inconsistent with his training, which might have produced a selfish, or evil, but not a light or wavering character. Mrs. Brotherton seems to think that, provided the character does but interest in some way, a mere enigma is just as artistic as a red creation. Take this description:—

"In the beautiful woman who sat in the arbour, and sewed while she listened, Edward immediately recognized the wife of his old schoolfellow. She wore a kind of half-mourning grey gown, simple, but perfectly becoming, with snowy muslin sleeves, and a little pleated frill at her throat. Her hat was of grey straw, with a black and grey ribbon knotted round it. In this cold stony setting, her serene face bloomed like a flower on a granite rock. The sun-rays crept between the hopleaves, and illumined her lovely fairness, and gilded the blonde of her rippled braids, which the leaf-shadows deepened, deepening also the pure blue of her large serious eyes; and sun and shadow lay light on her whole slender girlish figure, like a web of dusky gauze shot with gold."

That is the sketch of the only really evil character of the story—a woman irredeemably bad, at heart and in action a selfish, cruel harlot. That such a heart might be enclosed in such a form and capable of such a manner is true, and as dissipating the false belief in the connection between external and internal purity it is, perhaps, well to paint such a figure; but then it all wants accounting for. *Why* is Susan Drewe, beautiful with the beauty of a Quakeress and adored by a husband with a magnificent nature, inwardly so utterly evil? *That*, and not the mere contrast between the external development and the internal growth, is the true point of artistic interest, and that Mrs. Brotherton has in all instances very carefully missed.

All these novels are readable, and though they are not genuine additions to literature, they all indicate that their authors have the power to give us precisely that which they have left unbestowed.

MORE AIR.

(*London Review, June 27.*)

THERE is great force in the air—silent and unseen—and well it is there should be. With the strong pressure of its downward weight it forces itself everywhere. Through seams and crevices it finds its way; through the finest cracks it enters. We close our windows to keep it out; we shut our doors against it. We want air—good, pure, fresh air—in our dwellings; we want good, fresh air to breathe, and, for the sake of little inconveniences, we bar its access to us, and leave it to squeeze its useful but disregarded particles as best it can into our presence.

No one scarcely ever thinks of how much air he wants for life, how much is necessary to support the combustion of his existence, or what is to become of the products of that combustion how they are to be taken away, or what harm they will do if not removed. Pettet has proved that a man consumes 2½ cubic feet of air per hour, and our common reason tells us this air should be pure, free, and wholesome. Yet we let it in as though we were better without it, needed it not as a first essential of actual life and a not less essential of health; under doors, between the dusty beams, and up the narrow seams of our flooring, and in the fuzzy interstices of carpets, in cutting draughts through the chinks in our windows. Coming impure from our streets, we make it worse by forcing it to lick up dust and decomposition emanations, and every additional pollution that can possibly be put in its passage. It is not, however, so much the quality of air as the quantity that is now exciting our attention. A young dress-maker has perished for want of more air. Her death may be assigned to a secondary cause, but that was the first. Apoplexy may be the result, but want of more air was the primary source of it.

Families are crowded into rooms; for families are not large or small according to the size of the house they live in, but the size of the house depends on the parents' pecuniary means, and often in the smaller habitations the door is set open to relieve the sensation of oppressiveness. We feel in the daytime the effects of polluting the air, and the stagnation produced thereby in the circulation of our blood. As the products of life-action are voided from the lungs, the air is rendered by 100 per cent. carbonic acid of the breath. And not simply is the air supplanted by a poisonous compound, but the very body itself is prevented from getting rid of its deleterious products. The carbonic acid generated in life-action remains in the blood, the action of the lungs is prolonged, the action of the heart slackened, the delay in its beatings retains the blood in the veins and capillaries, which swell and distend under the pressure; fainting comes on, or something gives way, and apoplexy—death—is the result.

In the daytime we feel this danger slowly approaching, and as the oppressiveness of the sensations increases, we get more and more distressed, until the door is opened and more air let in. Soon then passes away the dull headache, soon the breathing becomes freer, the blood circulates as it should, and all oppressiveness is gone. Not so at night—tired with many hours of toilsome labour, weary in spirit, wasted in body, poor humanity, over-taxed, lies overlifeless in its sleep. The poison in the close atmosphere increases, adds to the deepness of slumber, unconsciousness becomes more unconscious, the eyes have closed never to open, the tired brain has ceased to think, it will never think again.

The first practical consideration in proper ventilation is free ingress and egress for the air. In small houses, especially where ventilation is restricted or unprovided for, open windows are the best relief. In many cases the ills of open windows at night would be less than the ills of closing them. In no case, in our opinion, ought there to be in a closed room a less allowance than 400 cubic feet of air for every person sleeping in it—two hours' breathing quantity. The minimum quantity fixed by the Poor Law Board is 300 cubic feet: but the magistrate of the Bow-street has given an order which enables the medical officers of that district to insist on the larger quantity we have named. In our hospitals, in the new wards, 1,500 cubic feet are now invariably taken for every allotment; and in the model hospital at Bordeaux, an allowance even of 2,200 cubic feet is made. In the wards of St. Thomas's now pulled down, which were built about ten years ago, the allowance was 1,600 feet. In King's College Hospital, last built in Portugal-street, 1,500 feet are assigned.

It is the general opinion of physicians that in fever hospitals the quantity should never be less than this (1,500 feet), in order to dilute the poison of the emanations from the patient, and it is found practically that when the disease-poison is diluted to this extent it is innocuous. Cases of typhoid fever may be harmlessly introduced into the general ward under such conditions, without danger to the surrounding inmates.

These allotments of particular quantities of air are, of course, made independent of any regard to the circulation of air. In themselves, therefore, they are only supplies for a limited time, and during that interval the whole air of the space ought at least to have been once completely renewed. In many hospitals and buildings, perforated zinc plates, air-bricks, and traps have been introduced with more or less judiciousness and efficacy. Miss Nightingale, indeed, sets her face against all artificial ventilation in hospitals; but experience shows not wisely, for even if we admitted her views to be theoretically correct, in practice they are defeated.

To open a window on one side of a sick ward to let in air, and to open a window on the other to let it out, is a plan that can be alike adopted in the temporary as in the permanent hospital, but the effects are these. The open window lets the cold air *fall down* suddenly on the patients, and at the entreaty of their sick the nurses close the windows. If perforated zinc plates are used in the apartment near the ceiling, they cannot be stopped up by the patients, and, moreover, when the air is thus separated by meshes or perforations the so divided masses of air do not fall solidly and suddenly down, but drop gently and cloud-like over the patient; and opposing perforated plates have, of course, an effect equal to opposing windows, for ingress and egress of air as far as mere quantity is concerned.

What is necessary for health and prevention of contagion in a workhouse, or hospital, is necessary in ordinary dwellings. The sick man does not breathe more air than the healthy man, and the poisons of contagious diseases are met in our streets as well as in our infirmaries. The emanations of typhus fever may come like the air through a chink in the wall; the poison of typhoid through the crevices of the floor. The overcrowding of a neighbour's rooms may cause us an attack of the flux; the imperfect drains of a neighbour's house may prostrate us with the latter. Odours and disease emanations are very subtle—finer, more subtle, than air,—and issue through every crank and cranny from the infested domicile; the passers-by, were it not for the dilution with the free air of the street, might be struck with sickness, as the next-door resident more surely will be, by the poisons which may trickle through into his close and badly ventilated rooms. Typhoid fever is the fever of drains and putrifying organic decomposition; it is rarely got except by actual entrance into the vitiated atmosphere. We need not go into the drains, however, to be the victim; it may steam up from our basements to us, whether we live in a cottage or a palace.

Typhus, on the other hand, is the fever of over-crowding. And typhus is more subtle, more dangerous, and essentially contagious. We cannot put typhus cases into an hospital as we would typhoid. It may come to us though we go not to it. Through a crack in the wall the poison may leak through from a neighbour's over-crowded room, even though it be no sick person's death-room. The foetid emanations of the body produce it, and these may seize on any victim.

If the disease-vapours were visible like clouds and fogs, we should see how horrible, how, prevalent, the danger, and the outcry would be intense; but we see not the evil, and the winds and the sunshine do such earnest work, we escape all but a fraction of that evil. That fraction, however, is terrible enough in towns and cities. Artificially we block out, by our multitudes of houses, the fresh breeze of the sea and the balmy air that has traversed the fields of the open land. Artificially by our streets we pen in the air and stop its circulation; and in the circulation of the air is, so to speak, its vitality. The day may come when, in this vast, overcrowded London, companies may supply fresh air to our dwellings as companies now supply us with water.

There is yet a third kind of fever which, in passing we ought to notice—the relapsing, or famine-fever. This, at the period of the potato calamity, was common enough in Ireland, but it is not known in the fever wards of our hospitals at the present time, and, singularly enough, has never been known in our country at all since the Corn-laws were abolished.

Typhoid fever is characterized by the tenderness of the abdominal regions. It is essentially the fever of drains and polluted organic matter. If we go into the poisoned atmosphere we are seized. If the poison-vapour come to us, we are seized. If it generate in any district, we can pluck out its origin, root and branch. As an illustration within our own experience, bad typhoid fever occurred in Lisson-grove. The Poor-law inspector, who took the patient out to the hospital, was seized with the fever, and died; the owner, who went to the house to carry out the improvements directed, was also seized, and died. It was the region there, not the patients, to which these men's deaths were due.

Typhoid fever, be it remembered, is the sewage fever, typhus the over-crowding fever. Let us see how this view works out.

"Since the recent stringent measures of sanitary reform the ravages of typhoid fever have declined; but in consequence of the recent destruction of the houses of the poor, and the consequent overcrowding of other habitations, typhus—the most dangerous—has largely increased.

We say most dangerous because most contagious. Its characteristic is extreme weakness, requiring large quantities of stimulants. Its prime source is the emanations from the external skin; and if these poisonous products be concentrated in a close, impure atmosphere, instead of being diluted with plenty of air, the poor wretches who lie packed two in a bed, and work thirty in a room of twelve feet cube, generate the poison, and inappropriate each other with the death-dealing disease. Once a centre of typhus established, there is no security for the neighbouring houses.

But it may be said, the sanitary law enables its officers to enforce its rules against the crowding of dwellings by defining the cubic space each inmate shall have in a house. The law defines the cubic space certainly, but how does it enable its officers to carry out its provisions? There are many difficulties in the way,—the chief and immoveable one in the Act itself. The medical officers and inspectors may not enter after six o'clock at night. We have shown how our natural senses warn us of what is going on wrong in the day time, and how to instinctively apply the remedy. When we are suffering from the oppression of an overcrowded room, we may physician to order us to open a door or window; if we are panting for breath in a dense crowd, we want no philosopher to tell us to get one if we can. It is just at night, then that we want to know, for sanitary purposes, how a houses is filled,—exactly at that very time when the Act prevents our going to see. Of the worst—and perhaps many of the best—are only filled at night. Of all the filthy, low lodging-houses which abound in this metropolis, into which the inmates are admitted from the streets at all hours of the night for sums from threepence downwards to halfpennies,—for in some no coin is refused,—where all stay and sleep on the floor, a pestilential den of wretched beasts—will a day time visit give us a knowledge of how many sleep in any one?

In Marylebone there lately was an old and rickety house of thieves. None of these lodgers entered before the same hour of two and three; and the lodging-house keepers profits were £2,000 a year. The house has fallen down, and a new establishment opened in an adjoining court, embellished with a harem of attractive (?) girls. What day visitor could count the inmates of a resort like this?

Even in places under some control, over-crowding at night cannot be hindered.

Difficulties in the way of sanitary law there always perhaps will be. Inspections may not be easy. But when an evil exists, it is better to strike at its root than to lop its branches. The root of the evil which sacrificed Madame Elise's sempstress was want of air. More air then, is the remedy for all such evils, be they in Regent-street or Spitalfields,—in the habitation of a West-end milliner, a city merchant, or a beggar's lodging-house. More air. Break through the walls and let it in. If dens of squalid misery cannot be for ready access, pump it, force it in, in a life-giving torrent, if the den be too stagnant for the air to get in of itself. More air is the axe to fell the poison tree of deadly fever—the warrior against the death-sleep. More air is the solvent to dilute by plains and splashes of fevers and small-pox more effectual to prevent disease than hospital and medicine to cure. The law is strong already in respect to ventilation. Let is be vigorously executed, and the evils of overcrowding will be vastly and promptly diminished.

A FRAGMENT AFTER JUVENAL.

Apparently by a Competition-Wallah.

[A few evenings ago we had the luck to pick up, in a smashed silk hat, upon the Course, the following fragment of what promised to be a long and interesting poem. Observing a pinhead at steed in the distance disporting himself upon his hind legs, we arrived at the conclusion that the smashed hat belonged to some ambitious equestrian who had recently come out as a Bengal Covenanted; and upon reading the poetical fragment (which exhibits considerable force and vigour of expression) our suspicions were so far confirmed as to impress us with the conviction that a Competition-wallah was the real as well as the apparent author. Since then we have done our best in the shape of private enquiries to ascertain the name of the owner or author, with the intention of returning the fragment, or negotiating for the completion of so spirited a poem. But our efforts have hitherto been in vain, and accordingly, as a *dernier ressort*, we publish the fragment as we found it, including some lines about Mary, which are crossed through with a pen on the original sheet of foolscap, but which we think ought not to be lost to the public. We hope that this publication will lead to the discovery of the author, and that he will take an early opportunity of communicating with us at our office.—ED. ENG.]

Still must I hear? shall W-ll-e, scatheless, pen
Fraternal spite on competition men?
And I not write, lest hably wrathful B—t
Should dub me scribbler and denounce my set,
Or dull *Scin Laces*, with his sorrowful laugh,
Insult the wallahs in his weekly chaff?
Then prose avaunt! Descend ye Muses nine,
Point every word and sharpen every line.
Englishman! bah! I too can spin a lay
At all the feeble would-be's of the day,
Whether along the drive they idly flit,
Or in pretentious Council proudly sit;
Whether in Secretary's Walk they stray,
Or in the daily papers wildly bray;
Whether they dwell in Alipore afar,
In tall Charringhee, or in Bow Bazaar.
No Hare Street journalist I hold in fear,
No gentle wits who chronicle small beer;
Nor sweet *Hurkaru*, whose ingenuous prose
Fails soft and lady-like as evening's close;
Nor merchant editors of occult power,
Nor China statesmen, patriots of the hour.
I'll at them all, the dummies of the time,
Butts for a jest, but scarcely worth the rhyme!
If competitioners they must condemn,
And laugh at us, we'll raise the laugh at them.

* * * *

[Here the MS. abruptly closes, but we hope the poet will speedily send us the remainder. There are several memoranda in pencil, upon the argument to be followed in the after part of the poem, and especially one note about the *Friend of India* playing a game at skittles with Sir Mordaunt Wells on a Sunday, which we are sure will be very interesting in rhyme. However, having published what we have in hand, we can now only patiently abide the result.—ED.]—*Englishman, July 27.*

Business Announcements.

CARNATIC COFFEE COMPANY.—The Company have just secured, for Rs. 75,000, the ALATHING ESTATE, in Vuralenderpett, near Mercara, Coorg. There are 150 acres, planted last year, and 90 acres cleared, ready for planting this season, with 250 at 300 acres of fine forest. The whole Plantation is well situated and watered.

Forms of Application for Shares to be had from
Bombay, 16th July 1863. EWART, LATHAM & Co.

CHILDREN'S WORM TABLETS, KEATING'S.

THE great remedy for these disorders in Children can now be administered IN THE FORM OF A PURELY VEGETABLE CONFECTION, and once agreeable and effective.

Prepared and sold in Tins, and Bales of various sizes, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London, E.C., and retail by all Druggists in the World.

OBSERVE the words "KEATING'S WORM TABLETS" are engraven on the Government Stamp of each Package, without which none are genuine.

Sold by TREACHER & Co., Bombay, and all Agents for Keating's Cough Lozenges.

KEATING'S PERSIAN INSECT DESTROYING POWDER, for which a Prize Medal was awarded to the Producer at the International Exhibition, 1862.

KEATING'S PERSIAN INSECT POWDER.—Unrivalled in exterminating Mosquitoes, Fleas, Bugs, Flies, Beetles, Cockroaches, and every description of Insect infesting Animals and Poultry, protects Clothes, &c., from Moths. ONLY INJURIOUS TO INSECT LIFE. See that the name of THOMAS KEATING, 79, St. Paul's Churchyard, is on every Packet. Sold by Messrs. TREACHER & Co., Chemists, Bombay.

THE NUPTIAL MEDAL to commemorate the marriage of their Royal Highnesses the Prince and Princess of Wales, cut in gold and silver by Hunt and Roskell, Jewellers to the Royal Family, received by the last mail steamer by
TREACHER & Co.,
Bombay (the Fort and Byculla.)

HOMŒOPATHIC PREPARATIONS.—Messrs. Leath and Ross have sent to the undersigned a general supply of Homœopathic Medicines, including Tinctures and Globules, also the Homœopathic Belt for Liver complaints by Headland. TREACHER & Co.,
Bombay (the Fort and Medical Hall, Byculla).

BATHS, BATHS, BATHS.

TRAVELLING and SHOWER BATHS.—Messrs. TREACHER & Co. are in receipt of a new assortment of BATH TUBS; Portable Shower Baths with curtains, &c.; Travelling Baths with lid, lock, &c. &c.; the OXFORD HIP AND SITZ BATH, with a general assortment for adults and children. TREACHER & Co.
Bombay (Fort and Byculla) and Poona.

ARCHERY.—Messrs. TREACHER & Co. have just received an assortment of ARCHERY KIT comprising—
Ladies' and Gentlemen's Lemon Lance Wood Bows.
Do. do. Painted and Feathered Arrows in 1 dozen cases with Lock and Key.
Do. do. Quivers and Belts.
Do. do. Registered Spring Gloves.
Do. do. Arm Guards.
Tassels, Prickers and Markers.
Grease Pots.
Extra Bow Strings.
Medical Hall, Byculla and the Fort, Bombay.

PHOTOGRAPHIC ALBUMS AND CARTE DE VISITE PORTRAITS.—A fresh arrival of elegantly mounted and beautifully bound Albums from Rs. 6 to Rs. 50.

Carte de Visite Portraits of the Royal Family and distinguished persons of all nations; also large Poetry Albums, Song Books and Portfolios. Stereoscopic Company's Exhibition Stereoscopic Slides in great variety, and Stereoscopes.

Exhibition Photographs (large size).

A large collection of Views, Carte de Visite size (the largest collection in Bombay.) TREACHER & Co.
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DINNEFORD'S PURE FLUID MAGNESIA has been during twenty-five years emphatically sanctioned by the Medical Profession, and universally accepted by the Public, as THE BEST REMEDY FOR ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, AND INDIGESTION, and as a MILD APERIENT for delicate constitutions, more especially for Ladies and Children. Combined with the ACIDULATED LEMON SYRUP, it forms an *agreeable Effervescing Draught*, in which its aperient qualities are much increased. During HOT SEASONS, and above all, in HOT CLIMATES, the regular use of this simple and pleasant remedy has been found highly beneficial. Manufactured (with the utmost attention to strength and purity,) by DINNEFORD & Co., 172, NEW BOND STREET, LONDON. And sold by all respectable Chemists throughout the World.

RELIEF FOR INFANTS IN CUTTING THEIR TEETH.—MRS. JOHNSON'S AMERICAN SOOTHING SYRUP.—This efficacious Remedy has been in general use for upwards of Forty Years, and has preserved numerous Children when suffering from Convulsions arising from painful Dentition. As soon as the Syrup is rubbed on the Gums, the Child will be relieved, the Gums cooled, and the inflammation reduced. It is perfectly innocent as efficacious, tending to produce the Teeth in a manner so easy and pleasant, that no child will refuse to let its Gums be rubbed with it. Parents should be very particular to ask for JOHNSON'S AMERICAN SOOTHING SYRUP, and to notice that the Names of BARCLAY and SONS, 95, Farringdon-street, London, (to whom Mrs. Johnson has sold the recipe), are on the Stamp affixed on each Bottle. Price 2s. 9d. per Bottle. Sold by TREACHER & Co., and ROGERS & Co., Bombay.

PROTECTION FROM FIRE!
PRIZE MEDAL, 1862.
BRYANT & MAY'S
PATENT SPECIAL SAFETY MATCHES, WAX VESTAS, AND CIGAR LIGHTS. LIGHT ONLY ON THE BOX. The Patent Safety Match affords an instantaneous light as readily as common matches, whilst it is ENTIRELY FREE FROM ALL THEIR DANGEROUS PROPERTIES.

Patent Safety Matches in neat slide boxes.

Patent Safety Vestas in paper slide boxes, and in japanned tin boxes of 250 and 500 each.

BRYANT & MAY, Manufacturers of Wax Vestas in round plaid boxes, and in japanned tin boxes, of 50, 100, 150, 250, 500, and 1,000.

Sole Importers of Jonköpings Tandstickor (slide boxes).

All orders made payable in London will receive immediate attention.

HWAPANGRILTOEDLICE LDON, E.C.

HAMS AND CHEESE.

CAUTION.—FORD, CURTIS, & CURTIS, 5, American Square, E.115, Minories, London, feel it necessary to advise their Indian friends to order their London Correspondents to apply direct to them for their well known and favourite brands [P.C.C.] and F. & Co.

FORD, CURTIS, AND CURTIS,
Devote especial care in the selection and packing of Hams and Cheese for India and the Colonies.

SAUCE.—LEA AND PERRIN'S
WORCESTERSHIRE SAUCE.
PRONOUNCED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE AND APPLICABLE TO EVERY VARIETY OF DISH.

Extract of a Letter from a Medical Gentleman at Madras to his Brother at Worcester, May, 1851:—

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made.

CAUTION.

LEA AND PERRINS
Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with spurious imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the names of L. & P. *forged*.

L. & P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world to advise them of an infringement of their rights.

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